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PROFILE OF PADUA

A Boston Sister City

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PROFILE OF PADUA

A Boston Sister City

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Research Department

November 1983

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INTRODUCTION

Bostonians spend countless hours observing, probing and analyzing Boston and its people, neighborhoods, businesses, culture, recreation and politics, past and present. Yet, a broad perspective on Boston requires presentation of regional, national and international contexts. As part of Boston's attention to the rest of the world, the "Sister City" program provides opportunities to share knowledge, experiences and viewpoints with foreign cities of similar size and character.

This profile of Padua, Italy is the second in a series of reports on Boston's sister cities around the world. The purpose of this profile is to highlight the characteristics of Padua and offer comparisons to Boston. After a brief history and geographic sketch (Part I), the profile covers characteristics of the local and regional economies (Part II), population, housing, land use and development (Part III), the structure and functions of the political system (Part IV), and culture, education and tourism (Part V).

I. GEOGRAPHY AND HISTORY

"...for the great desire, I had
To see fair Padua, nursery of arts...."
- William Shakespeare, Taming of the Shrew

Padova (Padua), one of the oldest and most important cities in Italy, is located in the middle of the Veneto region, 34 kilometers (21 miles) west of Venezia (Venice), 30 kilometers southeast of Vicenza and 80 kilometers east of Verona (see Figure 1). The City of Padua is 93 square kilometers, or about the size of South Boston. The Province of Padua (2,141 square square kilometers) is nearly two-thirds larger than the City of Boston (1,298 square kilometers). The Veneto region (18,358 square kilometers) is nearly the size of Massachusetts (21,386 square kilometers).

Padua still has traces of an ancient village, Patavium, from the 10th century B.C. Later, 45-43 B.C., Padua was a prospering Roman municipality. Although the city suffered setbacks--an invasion of Longobards in 602 A.D. and a devastating fire in 1174--Padua was thriving by the end of the 12th century. The old walls of the city were built then along an internal water course.

In 1218, Padua built the Palazzo della Ragione (Palace of Reason): an impressive monument and center for the administration of justice that reflected the political power and civic maturity of the city. Two adjacent squares and the nearby Piazza dei Signori provided a focal point for Padua's urban structure and a center for merchant activity. Three years later, a group of doctors and scholars from Bologna founded Padua University. Its most famous professor, Galileo Galilei, was at the forefront of the University's distinguished history. Another huge, impressive structure--the Basilica of San Antonio (il Santo)--was

Figure 1

Veneto Regional Map

BRA Research Department.

erected in the 13th century. In the 15th century, Padua ceased to be a sovereign state under the rule of the Venetian Republic. However, art and culture continued to be important. In the late Middle Ages, Giotto painted the Scrovegni Chapel and created other frescoes that survive today. In the Renaissance, Donatello, Mantegna, and Tiziano (Titian) worked in Padua.

The construction of the Venetian Bastions in 1509 extended the boundaries of the city and provided the strongest walls of defense in Europe at that time. Within the new walls, large, unbuilt surfaces became construction sites in the 19th and 20th centuries.

Padua's topographical history was the opposite of Boston's experience. Whereas, Padua grew by extending its boundaries on surrounding land, Boston created new borders by expanding into surrounding bays with ton after ton of landfill. Boston also reached its present area (50 square miles) by annexing neighboring towns.

In 1775, the same year that colonists in Boston revolted against British rule, Andrea Memmo (supervisor of the Venetian Republic) created another urban focal point for Padua: Prato della Valle. Memmo converted an open space on the edge of the city into a pleasing, functional, public space. Prato della Valle, like Boston's Public Garden, offers a balance of architecture and nature in an urban setting.

After four centuries of Venetian control, Padua came under Austrian domination from 1813 to 1866. That period of oppression was marked by student revolts and clandestine resistance. Finally, Padua was free to become part of the Italian nation.

Turning to this century, the Veneto region came under the influence of the industrial revolution later than the other northern regions of

Italy. Veneto's agricultural economy was transformed after World War I when industries emerged in an area between the old town and new railroad tracks along the Piovego River. Industrialization brought migrants from the countryside to Padua as well as Verona, Venezia, and Mestre. Consequently, Padua spread to and beyond the 16th century walls. After World War II, industries began a new period of growth, and Padua expanded in all directions. The intensive economic activity brought new urban problems: a rapidly growing population, housing needs, and threats to historic buildings and squares.

II. CHARACTERISTICS OF THE LOCAL AND REGIONAL ECONOMIES

Padua is a principal node for communications, highways and railroads for northern Italy and the rest of the nation, with important connections to Northeastern Europe. Padua developed, in particular, commerce and small- and medium-sized manufacturers that are tied to the international economy.

In the Province of Padua, manufacturing accounts for one-third of total employment, in sharp contrast to Suffolk County, where manufacturing employs only one of every ten workers (see Table 1 and Figure 2). Within the manufacturing sector, Padua specializes in metal working, machine tools, textiles, apparel and leather. Suffolk County's manufacturing sector is dominated by printing and publishing, instruments and machinery. Suffolk County relies much more heavily on a broad range of services (86 percent of total employment) than the Provice of Padua (48 percent). In fact, the structure and role of the Paduan economy--diverse and growing production and distribution of manufactured goods--more resembles the Boston economy of thirty years ago than the modern services-finance-retail-based structure of economic activity in Boston. Whereas Boston has reached a stage in which seaport activity had declined and non-durable goods manufacturing and wholesale trade have diminished, Padua still makes and ships much clothing, shoes, furniture and general merchandise to the Port of Venice and elsewhere in the region.

In a national context, these structural differences are consistent with Italy's comparatively late industrialization, and its rapid growth after World War II.

Table 1

ECONOMIC STRUCTURE, 1980
PROVINCE OF PADUA AND SUFFOLK COUNTY, EMPLOYMENT BY INDUSTRY

	Province of Padua		Suffolk County	
	Employees	Percent Of Total	Employees	Percent Of Total
Agriculture	31,000	9.8	309	0.1
Construction	23,625	7.5	10,844	1.9
Manufacturing	107,375	34.0	57,680	10.1
Energy, Gas, Water	1,973	0.6	213	0.0
Chemicals	7,487	2.4	1,436	0.3
Metalurgic & Mechanical	37,337	11.8	9,500	1.7
Foodstuff	4,759	1.5	5,664	1.0
Textiles, Apparel, Leather	29,742	9.4	3,249	0.6
Woods, Furniture	11,443	3.6	1,144	0.2
Printing, Publishing	3,826	1.2	12,921	2.3
Plastics, Rubber	4,427	1.4	989	0.2
Other*	6,381	2.0	22,564	4.0
Broad Services**	153,000	48.4	491,205	86.2
Other***	1,000	0.3	9,775	1.7
Total	316,000	100.0	569,813	100.0

* Includes paper, electrical equipment, transportation equipment, instruments, and miscellaneous.

** Finance, insurance, real estate, transportation and public utilities, wholesale and retail trade, business, professional and personal services, and government.

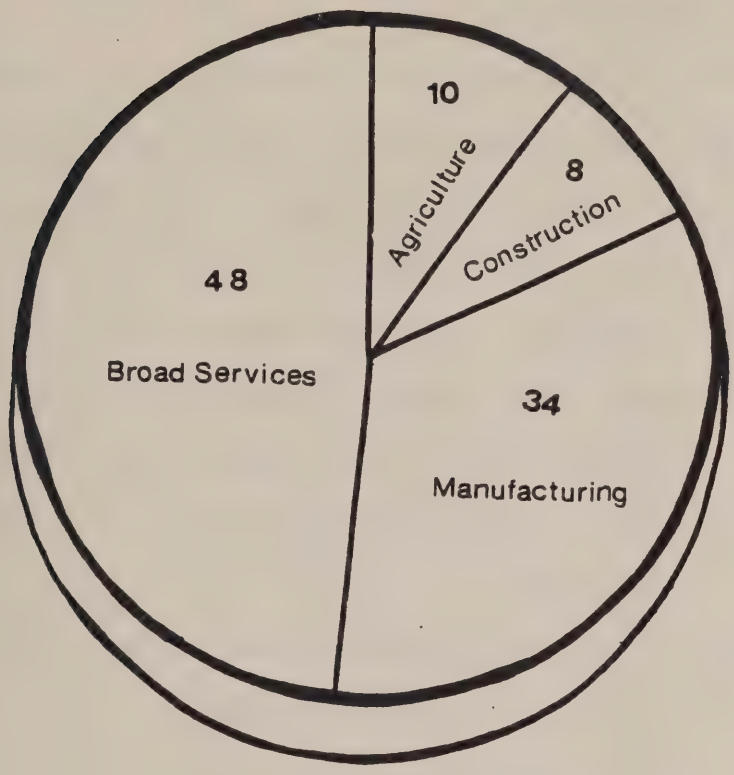
*** Includes proprietors, nonclassifiable establishments.

Source: Provincia di Padova, "Profilo Economico della Provincia di Padova;" U.S. Department of Commerce, Bureau of the Census, County Business Patterns; Bureau of Economic Analysis, unpublished employment series.

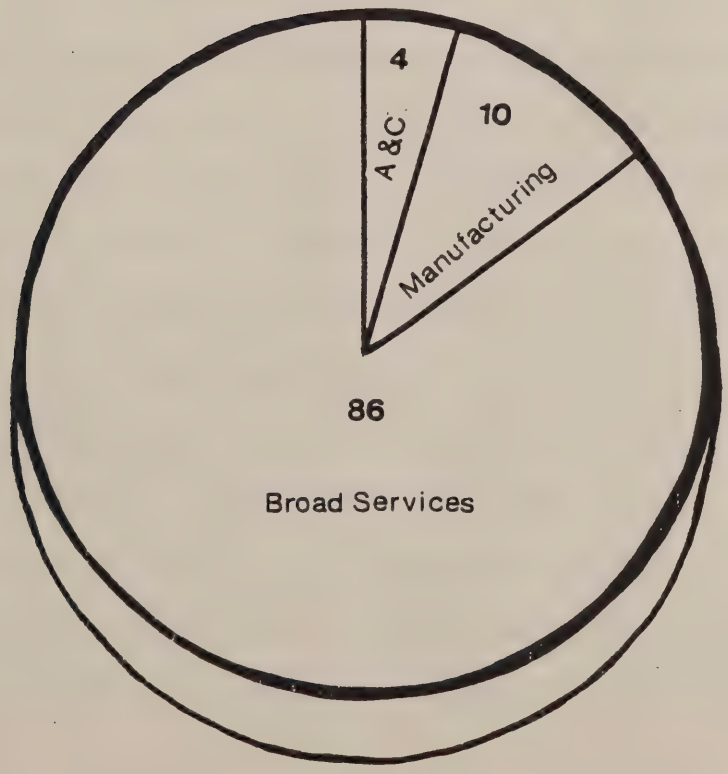
Figure 2

Percent Distribution of Employment by Sector

Suffolk County and the Province of Padua, 1980



the Province of Padua



Suffolk County

Source: See Table 1.

In a regional context, industries have been locating outside of the city of Padua in recent years. This resembles the growth pattern of industries outside of Boston in the area around route 128. Further, the recognition of the importance of small businesses in the Boston metropolitan area is similar to the "Veneto model" that emphasizes the establishment of smaller industries in the Veneto region.

Another way to look at economic structure is to compare the occupations of residents by industrial sector. As shown in Table 2, residents of Padua were employed more in manufacturing than were Boston residents in each of the years shown. Even in 1950, Boston had a higher share of its residents employed in trade and services (75 percent) than Padua (53 percent). The other most apparent difference between the two cities is Padua's growth in employed residents in contrast to Boston's decline. Even though both cities have growing economies, Boston's population loss over the decades resulted in fewer employed residents. Population changes will be described in Part III.

The prevalence of business expositions in Padua and Boston underlines the importance of those cities in their respective regions. Numerous exhibitions keep Hynes Auditorium and BOSCOM busy during most of the year. Similarly, the Exhibit of Padua, the most important in Italy, has more than sixty days of expositions per year.

Innovative commercial ventures flourished in both cities in recent years. The excitement and success of Boston's rejuvenated Faneuil Hall Marketplace may be rivaled by Padua's flower markets. Padua virtually reestablished a market for cut flowers and ornamental plants through a cooperative effort by the city, region and private businesses. The public made the initial disposition investment and built the necessary

Table 2

OCCUPATIONS OF RESIDENTS,
BY INDUSTRIAL SECTOR
CITY OF PADUA AND CITY OF BOSTON

Sector	Employees											
	1950*				1960*				1970*			
	Padua		Boston		Padua		Boston		Padua		Boston	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Agriculture	4,295	7	1,521	1	2,791	4	860**	0	1,291	2	500**	0
Manufacturing & Crafts	26,607	40	75,390	24	29,729	40	82,821	29	27,924	34	58,376	22
Trade & Services	35,023	53	234,944	75	42,394	56	204,565	71	51,237	64	207,629	78
Total	65,925	100	311,855	100	74,914	100	288,246	100	80,452	100	266,505	100

* For Padua, the years are 1951, 1961 and 1971.

** Estimated based on Mass. Division of Employment Security employment data.

Source: Comune di Padova, "Note Informative Sui Problemi Urbanistici," Aprile 1982.
U.S. Bureau of the Census, Labor Force Characteristics of the Population, 1950,1960,1970.

structures. The 200-member Association of Floraculture financed the operations and management. The result was Italy's first permanent flower auction (like those in Holland and Denmark). This should make Padua second only to San Remo in flower sales in northern Italy.

In terms of international trade, almost 25 percent of the total movement of imports and exports in the Province of Padua takes place with West Germany. The primary exports are metalworking machinery and clothing. The United States is also an important trading partner with the province. Most likely, a fair number of shoes from Paduan manufacturers find their way to the shelves of retail stores in Boston.

The cost of living in Padua has increased at a faster rate than in Boston (see Table 3). Padua's consumer price index rose over 50 percent from 1976 to 1979, while Boston's index (although not strictly comparable) increased 22 percent over the same period. Price increases in Padua were led by energy, clothing and services. In contrast, inflation was highest in housing, medical care, and energy in the Boston metropolitan area.

Table 3

COST OF LIVING
Consumer Price Indices*
All Items
1976 = 100.0

	1976	1977	1978	1979
Province of Padua	100.0	118.0	131.6	151.7
Boston SMSA	100.0	105.1	110.4	121.7

* Indices are not strictly comparable due to differences in sampling methods.

Source: Istituto Centrale di Statistica, Annuario Statistico Italiano, Edizione 1980 (Roma, 1981), Tavola 281;
U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index, All Urban Consumers.

Looking ahead, the current worldwide recession dims the economic prospects for Italy's industrial regions in the North for the next year or two. While Boston fared better than most parts of the United States during the recessions of the early 1980s, Padua's manufacturing and trade was bound to suffer during Italy's prolonged downturn. Italy's gross domestic product declined three years in a row (1981-1983), unemployment was still rising through the first quarter of 1983, and the rate of inflation (21 percent in 1980 and 18 percent in 1981) was still high. Padua, like Pittsburgh in the U.S., specializes in those basic industries that are hit hardest during national recessions. On a more positive note, Italian exports were relatively strong during 1981-1982. An eventual national recovery would benefit from a firm hold on those international markets for Italian goods.

III. POPULATION, HOUSING, LAND USE AND DEVELOPMENT

Population

The City of Padua's population was 241,400 in 1980, or 43 percent of Boston's population of 563,000 (see Tables 4 and 5). Padua grew steadily after 1936 until the number of residents declined slightly in 1977, 1979 and 1980. Population may have peaked at 242,800 in 1978 in the dense (2,560 persons per square kilometer) city. Factors in the negative rate include a declining balance of migration and an aging of the population. While Padua grew during the 1950s and 1960s, Boston reached a density of 617 persons per square kilometer in 1950; the population density was down to 434 in 1980. In contrast, in 1950, Padua had only one-fifth as many residents as Boston, yet Padua's density was 1,800 persons per square kilometer. Padua and thirteen surrounding communities make up an urban area that had 375,000 residents in 1980 and, at about one-fourth the area of the City of Boston, a density of 1,158 persons per square kilometer.

The province of Padua, in 1980, had a population (804,000) about the size of Boston's population in 1950. The Veneto region, with over four million residents, is about one-fourth as populous as New England and somewhat larger than the Boston metropolitan area (2.7 million in 1980). Migration in and out of the Veneto region is most closely tied to West Germany.

Housing

The province of Padua accounted for eighteen percent of the Veneto region's dwelling units (see Table 6) in 1971 (the latest Census available). Padua had 4.0 persons per housing unit and a vacancy rate of 6.5 percent. In comparison, the City of Boston had smaller

Table 4

POPULATION IN CITY OF PADUA
1868-1980

Year	Population	Average Annual Percent Change From Previous Entry
1868	65,000	-
1921	109,000	1.3
1936	140,497	1.9
1951	167,672	1.3
1961	197,680	1.7
1971	231,599	1.7
1972	234,203	0.7
1973	237,087	1.2
1974	239,250	0.9
1975	240,281	0.4
1976	242,186	0.7
1977	241,983	-0.1
1978	242,816	0.3
1979	242,216	-0.2
1980	241,400	-0.3

Source: Comune di Padova, "Note Informative Sui Problemi Urbanistici,"Aprile 1982.

Table 5

POPULATION IN CITY OF BOSTON

Year	Population	Average Annual Rate of Change From Previous Entry
1930	781,188	-
1940	770,816	-0.1
1950	801,444	+0.4
1960	697,197	-1.3
1970	641,071	-0.8
1980	562,994	-1.2

Source: U.S. Bureau of the Census, Characteristics of the Population, 1930-1980.

Table 6

OCCUPIED AND VACANT HOUSING, 1971

	Occupied		Vacant	
	Dwelling Units	Rooms Per Unit	Dwelling Units	Percent of All Units
Province of Padua	191,022	4.5	13,173	6.5
Veneto Region	1,082,430	4.4	122,100	10.1
Italy	15,301,424	3.7	2,132,545	12.2
Boston*	217,478	4.0	14,809	6.4

* 1970 data.

Source: Instituto Centrale di Statistica, Annuario Statistico Italiano, Edizione 1980 (Roma, 1981) Tavola 183;
U. S. Bureau of the Census, 1970 Census of Population and Housing.

households (2.8 persons per unit in 1970) and about the same vacancy rate (6.4 percent of all units) in 1970.

From 1957-1977, 200,000 rooms were built in the city of Padua, mostly in the development areas surrounding the historic center. Only twelve percent of the new rooms were in public housing. In spite of the growth in the housing stock, Padua still has a shortage of low-cost housing of adequate quality.

Contrary to Padua's experience, Boston's growth in housing units occurred decades before the 1960s. In fact, Boston had only 2,000 more housing units in 1980 than in 1960 as new units were nearly offset by demolished and converted units.

In the Veneto region in 1978, 5,758 residential construction projects produced ten million square meters (or 108 million square feet) of housing floor area. That was 56 percent of all floor space constructed in Veneto that year and nine percent of the nation's new floor space.

The Veneto region was active in nonresidential construction in 1979, placing third among all regions in Italy. In 1978, nonresidential construction amounted to eight million square meters(86.1 million square feet) in the Veneto region. One of Boston's busiest years for construction (1981) produced 123,140 square meters (1.3 million square feet) of nonresidential floor space.

Land Use

The Province of Padova's land use is dominated by agriculture. Sixty percent of the land area is cultivated for agriculture; only fourteen percent of the area is not forested or cultivated. The City of Boston, in contrast, has very little agricultural land. Instead, the

majority of the city's parcels are used for residential and commercial purposes.

IV. THE PUBLIC SECTOR

Infrastructure and Municipal Services

Padua, like Boston, currently has problems with its infrastructure--highways, streets, bridges, sewers, water lines, utility lines, and other public works. Most apparently, Italy's telecommunications system is outdated and air transport facilities need upgrading. Concerning the latter, the airports nearest to Padua are relatively small (see Table 7). In 1979, Venezia-Tessera airport has less than three percent as many annual flight departures as Logan Airport; Verona-Villafranca accommodated fewer passengers in 1979 than Logan Airport averaged per day in the same year. In fact, Logan Airport handled more flights than all the airports in Italy, combined. However, if, as in Boston, air transport becomes increasingly important to commerce in the Veneto region, air transport facilities will require public investment.

The province of Padua has more kilometers of streets and highways to maintain than the City of Boston (see Table 8). Like Boston, Padua has need for substantial public spending on public works and services. Public services in Padua are only beginning to catch up with the population increases of the 1960s and 1970s. The city recently established a modern sanitation system, including glass recycling. Next on the likely agenda is investment in schools, open spaces, libraries and playgrounds.

In comparison, Boston carried out an ambitious public improvements program in the 1970s. Nevertheless, Boston's aging infrastructure needs another infusion of capital.

Table 7

AIR TRAVEL, 1979
COMMERCIAL FLIGHTS FROM MAJOR AIRPORTS

Airport	Flights (Departures)	Passengers (Embarking)
Verona--Villafranca	412	28,440
Venezia--Tessera	6,873	472,820
Italy	203,118	12,999,743
Boston--Logan*	252,000	14,800,000

* 1981

Source: Istituto Centrale di Statistica, Annuario Statistico Italiano, Edizione 1980 (Roma, 1981) Tavola 206; Massachusetts Port Authority.

Table 8

STREETS AND HIGHWAYS, 1979
PROVINCE OF PADUA, VENETO REGION, CITY OF BOSTON

	Kilometers of Roadway					
	Highways			Streets		
	Federal	State	Provincial*	City and Private	Total	Tot Mi
Province of Padua	77	255	1,444	2,035	3,511	2,
Veneto Region	430	2,491	7,023	13,828	23,772	14,
City of Boston	-	61	56	1,608	1,745	1,

* For Boston, the data relate to the Metropolitan District Commission.
Source: Istituto Centrale di Statistica, Annuario Statistico Italiano, Edizione 198((Roma 1981), Tavola 195;
The Urban Institute, "The Future of Boston's Capital Plant," 1980.

Padua owns the local gas and water utilities. During the winter of 1978-79, Padua distributed 1.3 million cubic meters of natural gas, or less than one percent as much as Boston Gas Company sold that winter.

Electricity use in the Veneto region reflects the industrial nature of the area. Industrial users consumed two-thirds of all electric energy generated in 1978. Domestic users (18 percent) and commercial, service and public administration (10 percent) accounted for most of the remainder. In comparison, in the Boston Edison service territory in 1978, commercial users consumed 47 percent of all electric energy sales, followed by residential, 28 percent and industrial, 19 percent.

Planning

Urban planning in Padua began in 1934 with a plan for the historic area. In 1957, Padua's first General Development Plan established guidelines for the form of new residential areas, traffic organization, an industrial zone and a commercial zone.

Padua created a new urban development plan in 1977. The plan's objective was optimal use of the land in regard to public interest and in relation to the community's needs and available resources. The goals and standards addressed the most urgent problem: residential public services. First, the plan set a population goal--a maximum of 290,000 people. The forecast for the central, built-up area was no population growth. Second, the plan set standards for public facilities in square meters per person. Education, communal facilities, local parks and open spaces, and parking places, combined, would require nineteen square meters per person. The planners conducted surveys to determine the best locations for public services. All elements of the plan gave special attention to historic preservation.

Historic preservation has been an important part of planning in both Padua and Boston. The development of Padua intensified speculation inside the old town. Dislocation, demolition and relocation threatened the character and function of the historic center. In 1968, Padua began a study that classified buildings and adopted restrictions in granting building permits. The goal was to preserve and restore without changing the original function and structure.

Similarly, a revival of development in Boston since the 1960s put pressure on historic buildings in the center of the city. Boston's historic preservation program successfully defended and improved numerous buildings of historic and architectural importance.

Boston started its planning earlier in the century. The Boston Zoning Plan (1924) divided the city into single and general residential districts, local and general business districts and industrial and unrestricted districts. In 1930, the City prepared a "Report on a Thoroughfare Plan for the City of Boston." A "General Plan for Boston" was published in 1950 followed by "Summary, 1965/1975 General Plan for the City of Boston and the Regional Core," by the Boston Redevelopment Authority in 1975. Planning and development efforts intensified in the last fifteen years, reaching unprecedented dimensions. Most recently, the BRA completed "Boston Tomorrow" (1983), a general plan for the central area of the city.

City Government

The City (Comune) of Padua operates with a fifty-member City Council, a ten-member Municipal Management Committee, and a Mayor. The councillors are elected by direct vote for five-year terms. In turn, the City Council elects the Mayor and the Management Committee. The City Council makes the most important municipal decisions, while the

Management Committee takes responsibility for day-to-day operations and preparation of decrees for the Council. The Mayor (Sindaco) is the president of the City Council and of the Committee. The Mayor also acts as an official of the Italian government regarding public security and public health. The main functions of the city are population registers, birth, marriage and death registers, voters' lists, trade authorizations, building activity (planning and permits), taxes (garbage removal, uses of public spaces, dogs, advertising and posting), public works, social assistance and cultural goods.

The current mayor is Dottore (Doctor) Settimo Gottardo. He is president of a City Council in which eight political parties are represented. The voter turnout in the last election (158,715 or 66 percent of the population) was high by American standards.

The city budget of Padua is much smaller than that of Boston, even on a per capita basis (see Table 9). Part of the difference stems from the additional municipal responsibilities in Boston (primarily schools and county courts and jails which account for about one-quarter of city expenditures). In terms of revenue, Padua received 57 percent of its revenue from the national government in 1983. In contrast, Boston's major source of revenue is the local property tax; federal aid in Boston makes up less than thirteen percent of total revenue.

Table 9

REVENUE AND EXPENDITURES, FISCAL YEAR 1982
CITY OF PADUA AND CITY OF BOSTON
Thousands of 1982 U.S. Dollars*

City of Padua			City of Boston		
Revenue:	Dollars	Percent of Total	Revenue:	Dollars	Percent of Total
Surtax	3,940	5.2	Property tax	410,100	44.1
Additional utilities	900	1.2	Motor vehicle excise	5,700	0.6
Other taxes	3,800	5.0	Payments-in-lieu-of-taxes	21,700	2.3
Tariffs	3,930	5.2	Tax titles & Possession	24,800	2.7
Water & refuse	1,330	1.8	Non-tax local revenue	132,000	14.2
Other fees & transfers	700	0.9			
Regional aid	1,120	1.5	State aid	219,000	23.6
Federal aid	46,760	62.0	Federal aid	116,000	12.5
Other non-local revenue	12,950	17.2			
Total	75,430	100.0	Total	929,300	100.0
Expenditures:	Dollars	Percent of Total	Expenditures:	Dollars	Percent of Total
General administration	12,610	16.9	Community Services	73,000	7.8
Justice	510	0.7	Human Services	20,000	2.1
Education & Culture	15,150	20.3	Health & Hospital	103,000	11.0
Public Safety	4,510	6.0	Public Safety	114,000	12.1
Health & Human Services	27,730	37.2	Other Departmental	44,000	4.6
Transportation & Communication	5,740	7.7	School	228,000	24.3
Budget & Finance Operations	5,740	7.7	County	13,000	1.4
Unallocated burden	1,670	2.2	Fixed Costs	225,000	24.0
Amortization	430	0.6	Capital Outlays	8,000	0.9
			Cost Overruns	111,000	11.8
Total	74,630	100.0	Total	939,000	100.0

* Assumed exchange rate of 1,291 lire per dollar.

Source: Comune di Padova, Bilancio di Previsione, Per L'Esercizio Finanziaro 1983, pp. 35-44; Gregory Perkins, "Boston's Recent Fiscal History" (October 1983 update), Research Department, Boston Redevelopment Authority.

V. CULTURE, EDUCATION, VISITORS

Padua has a distinct culture that centuries of painting, sculpture, architecture, music and other arts and sciences have enriched and refined.

Among the cultural treasures are Giotto's 37, well-preserved frescoes (1304-1306) that cover the walls of the "Capella degli Scrovegni." Donatello's bronze sculptures on the alter of the "Basilica del Santo" and the equestrian monument, "Gattamelata," were outstanding works from the mid-15th century. The greatest Paduan painter of the 15th century, Andrea Mantegna, is most famous for his painting of the Ovetari Chapel. In the 16th century, the renowned Titian painted a series of frescoes in Padua.

Education in Padua has a long tradition. Galileo (1564-1642) taught astronomy and physics at Padua University for twenty years. The University also had the most famous medical school and the first anatomical theater (built in 1594) in Europe. Today, 17,000 students attend institutions of higher education in Padua.

Similarly, the Boston area features old, top-rate higher education and medical institutions. Currently, 160,000 students are enrolled in universities and colleges in Boston. In fact, Boston has more students in relation to population than any other major city in the United States.

Padua welcomes visitors to its museums and other attractions. An incomplete record of cultural institutions in the Veneto region listed 323,000 visitors in 1979. Italy had 26 million visitors by the same source. The count of visitors to Boston (using broader categories than the Italian sources) reached 5.5 million in 1980. Certainly, tourism is an important source of income to businesses in both Padua and Boston.

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